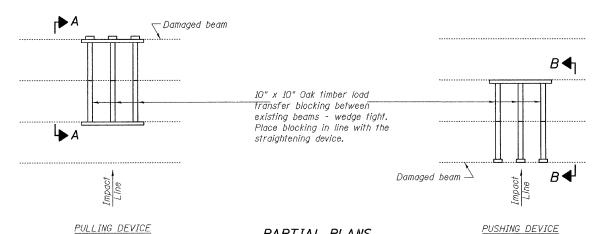
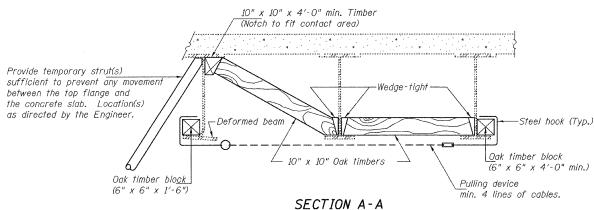
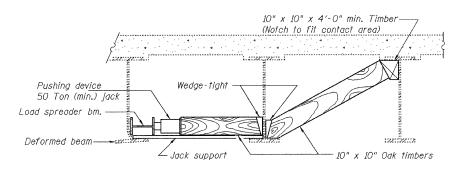
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION



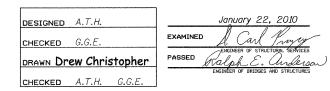
PARTIAL PLANS SUGGESTED BEAM STRAIGHTENING METHODS

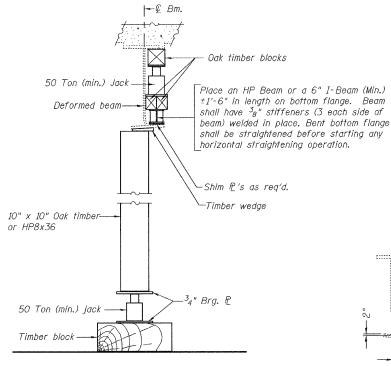
Straightening force shall be maintained on all load transfer blocking during beam straightening.





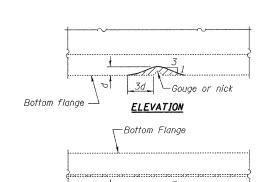
SECTION B-B





SUGGESTED VERTICAL STRAIGHTENING DETAIL

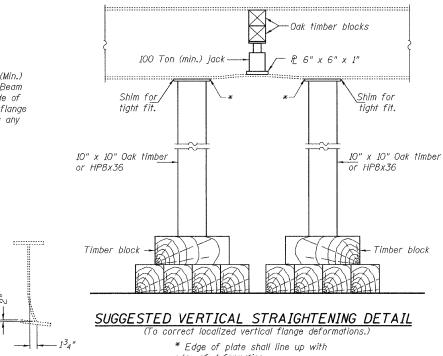
(To correct flange rotation.)



PLAN GRINDING DETAIL

-Gouge or nick

Grind existing nicks, gouges and shallow cracks in the damaged beams as detailed. Ground surfaces shall be inspected for cracks using magnetic particle testing prior to initiating any beam straightening operations. Any cracks that cannot be removed by grinding approximately $\frac{1}{4}$ deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. Ground surfaces shall be spot cleaned and painted with an aluminum epoxy mastic primer followed by a finish coat to match the color of the existing beam. Cost of grinding, testing and spot painting included with Beam Straightening.

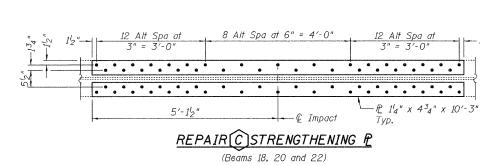


EXISTING DEFORMATION TO BE STRAIGHTENED

(Looking South)

(Approximate max. deflections) Deflected length of beam to be straightened is approximately 4'-0". edge of deformation.

Braces and jack assembly shall be placed on same side of web. Bent bottom flange shall be straightened before starting any horizontal straightening operations.



— Existing 36WF160 · C 15 is "\$ holes for 78"\$ H.S. bolts Typ.

STRENGTHENING & SECTION

BEAM STRAIGHTENING AND STRENGTHENING DETAILS SN 016-0316

SHEET NO. 2	F.A.I. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
	55	2009-070BR		Cook	17	5
		2003-	UTUBK	CONTRACT	NO. 6	OH78
	FED. RO	DAD DIST. NO.	ILLINOIS FED. A	D PROJECT		

REP-1 1-14-2005 SLT-91-001-09